

GOEBEL
BILL.Some Probability of its
Splitting the Ship
Again.

FULLY EXPLAINED.

Representative Gill Introduced a
Bill Providing For a Fusion
Ticket of Parties.Fate of Prison Commission And Mc-
Chord Railroad Bill Will be
Known By To-morrow.

LATEST FRANKFORT NEWS.

FRANKFORT, Ky., Feb. 21.—I am neither sage nor prophet, but I do want to go on record as saying that the Democratic party is just now passing through a very critical stage of its existence in Kentucky. The Goebel election bill is the rock on which the old ship threatens to split again, before the rent in her hull made by the disunion of 1896 has been well mended. The Democratic party has always been opposed to (as Reed methods and autocracy in everything, and when its body of state law-makers build and prepare to start in motion the most perfect piece of partisan machinery ever operated in the interest of any political organization in Kentucky, it does seem to me that it is throwing precedent to the four winds and knocking traditions galley-west and crooked. Such a condition I honestly believe will be brought about with the enforcement of the Goebel election measure. The bill as it passed the Senate and went to the House, places the entire party machinery in the hands of an election commission, which would have the right to settle every contest and make final decision, and from whose decrees there shall be no appeal. So important did the matter become up here, 46 of the members of the House thought it time to at least show their constituents, they were not going to sit idly by and let the revolutionary measure become a law without protest vigorously. I don't believe I shall ever vote any other than the Democratic ticket, as I never have in the past, but I do think the passage of this bill as it now stands will bring a rupture that the Democratic party cannot afford to suffer just now. All eyes are turned on the joint caucus which meets next Wednesday evening to settle this all important matter. The House members, led by Emmett Orr, of Owen county, will caucus Wednesday afternoon when they will try, if possible, to hold out the olive branch to their brethren who are trying to force an unnecessary bill on the minority. The appearance of ex Senator Blackburn and Congressman Rhea on the floor of the House Saturday, brought some of the wavering ones over to the Goebel bill, and probably gave it a better hold on its place. Unless the opposition can effect some sort of compromise and prevent another open rupture, I tremble to think of the result. I hope the bill will be so modified as to be acceptable to all elements in our party, and that another split may be averted. We have not such a firm grip on our place as a majority party that we can afford to walk through slaughter houses into a great many open graves. I hope we shall always be successful in the future, that we shall never meet with another disaster, but the rule or rule policy will never bring this happy condition and the leaders will not have to look long into the political horoscope to become convinced of this glaring fact.

I heard yesterday that some of my Democratic friends down in Breckenridge wondered why I reported the doings of Haswell and Jolly each week to the exclusion of the Democratic members. I want to remark that since we haven't a Democratic Representative or Senator from Breckenridge, it would very naturally be a matter of impossibility to report the work of parties who do not exist. And reports of the proceedings of Legislatures in the days when we were represented by Democrats would not prove either relevant or especially interesting to the News readers just at this stage of the game. I do not bear any love or malice toward the Republican Representatives and since they are the people's law-makers I very naturally thought the people wanted to hear from them weekly.

The old Assembly hall reminds one of the deserted village of literary lore, today. The members have taken the first real home-going vacation of the session, this being their one accepted opportunity, Washington holiday falling on the morrow. It took only the necessary suggestion for them to adjourn Saturday afternoon, over to Wednesday morning. And to day there's not a corporal guard on hand to enjoy the dullness of the State's capital city. But when it is known that some of the members who live at inaccessable points in the State, have not visited their homes since they came here, this little breathing spell can very easily be excused.

The fate of the prison commission and the McChord freight bills will be known by Thursday, and mayhap sooner, for they are both in the hands of the Governor. However, the action of the chief executive has been anticipated, and I believe correctly, in these Frankfort letters two weeks ago. I said then, as I repeat now, that Gov. Bradley would more than likely veto both measures, and that it would then be necessary for the Democratic majority to pass the bills over his head and thus enact them into the all important laws. The list of applicants for places under the new prison commission grows steadily, and I find it almost impossible to keep up with the would-be commissioners and their home.

As I sat in the Capital Hotel the other night I saw a strange man (not Breckenridge, however,) come in, glance around nervously and walk out. For some reason I was interested in the fellow and followed him out. On the steps he accosted me with this query: "Mr. how dux a fellow git ennything thru the Legislature?" I informed my uneasy looking friend from the country that it was a long and tiresome process the new bill must go through before it reached its happy destination. "Well," he answered "I bin imposed on by Bud Green jest long as I'm gwine ter be, an' I want'er git a conjunction by the legislature fur him." I then threw a little light on my friend's dilemma by telling him it was to the magistrate at home, and not to the state law-makers, he must go with his grievance. But in reality that it is the way some people look at the Assembly, as being a sort of public receptacle for the troubles of all.

The committee on charitable institutions, which has gone to visit the Eddyville penitentiary, left here on Saturday evening, and its members will come back with facts and figures to burn. The committee is composed of Representative Thompson, of Meade; Nelson, of Hardin; Hinton, of Bourbon; and Haswell, of Breckenridge from the House and the following from the Senate: Senators Welch, of Jessamine; Jones, of Bourbon, and Lay, of Barren.

Representative Gill of Madison county, introduced a most notable measure last Friday, and one that is destined to become a matter of moment if it gets up in the House. It provides for a fusion ticket of parties and amends the state election law so that the name of a candidate for office can be placed under two party devices and have the vote of both organizations counted for the candidate so running. It will be remembered that this device question has been a knotty problem where the Populists wanted to run and secure the votes of Democrats in county contests. This will obviate any further trouble in this regard.

Next week is the last one in which a bill can be introduced in either House with any possibility whatsoever of ever seeing its way clear to passage. In fact it is a pretty generally accepted fact that the bills introduced this week are just so much time and paper and ink wasted for they stand practically no show. Still the graining hopper is heaped up with new measures, and some of them are of more than ordinary report. The calendars are full and the enrolling clerks without time to rest well in, but mark my words, this and next week will see more bills introduced than last and the week before did.

The numerous minor measures are being killed or so amended as to be almost consideration. The bill fixing the out-of-pocket license on cigarettes, which amounts practically to the knocking out of the little paper rolls, will probably get through. In the Senate the local option bill is still being buffeted about like a thin skiff in a sea storm. This bill affects many counties, and if it passes it will deprive many a dry toper of his daily peccadillo. O'be joyful. I think it will be killed by obstruction and filibustering in the Senate, but if not it will provoke a red hot debate.

The appearance of those two lions of Democracy, Jo C. S. Blackburn and Congressman John Rhea, on the floor of the House Saturday afternoon, was the signal for a Bryanque outburst from their admirers. They both spoke in the usual rosy vein and seemed happy because they were talking on their favorite theme, silver. They are looking well and are even more popular than ever before.

Such Afflictions are Good for the Soul. [From the Haverhill Pictorialist.]

As John Babbage of the News with all his influence has been unable to land a few misdeeds in office, it seems that an effort is to be made to do away with him, play a lone hand, or some one else as a mascot. Remember brother John that such afflictions are sent to try the faith of all good men, and now is the time to exhibit a fortitude that will make you appear a christian even in Breckenridge, a county which it is said broke off the trade between the Devil and the Man of Gallies, who offered the entire world except Breckenridge to him, if he would worship him. Now you can see why he wanted to reserve that county.

MAINE'S
SAILORS.Consider The Recent Disaster a Spanish
Outrage.

THIRSTING FOR VENGEANCE.

They Want Spain Attacked
Without Further
Delay.

CAUSE OF THE EXPLOSION PLAIN.

A Warning Was Served on Them Not to go to
Havana, And After They Arrived
There They Were ToldThat The Harbor Was Honeycombed With
Mines—Spaniards Failed to Use Search-
lights After the Accident.

Key West, Feb. 21.—Sailors of the battleship Maine, suffering from wounds in the Key West hospital, are smarting over the delay of the government in punishing what they term a "Spanish outrage."

In their minds there is no doubt as to the cause of the explosion, and they explain the delay in taking summary action by saying that the president is morally certain that there was no accident, and, wishing to deceive the Spaniards with a feeling of security, is using the short time to make the necessary preparations to enforce his ultimatum.

If no action is taken they say not a man among them will again pace the deck of an American man-of-war; but if business is meant it would take a strong force to keep them from hurrying to the front, wounded though they are, to take a hand in what they look upon as a personal vengeance.

"We were warned not to go to Havana," one said, "being told that danger awaited us there. When we got there we were again told, and it was current rumor that the harbor bottom was honeycombed with mines. We first chose our anchorage and rested there for several hours, but the harbor-master compelled us to weigh anchor and proceed to a spot marked by a buoy."

We were reviled on the streets of Havana, sneered at until our blood boiled, and found out for our own safety that it was necessary for us to make our visits to the city in force. No man dared to go in alone. There was no knowing what would happen to him.

"The explosion itself is the best evidence that it was a mine or a torpedo. There were two sharp and distinct reports. The first was like a peal of thunder close at hand—a sound as of ripping parchment, a quick report, followed by a tremendous and awful roar, and then darkness and chaos, made more horrible by the screams of dying men, the fierce shouts of those fighting for egress, and the moans of those who were hemmed in to die by drowning."

"The Spanish warship was lying close at hand, and Morro castle was not a pistol-shot away. Both have searchlights, but none was turned upon us to help the work of rescue, and because of the darkness many brave men who could have been rescued went down to 'Davy Jones'."

MAINE BLOWN UP.

Officials still in the dark as to the cause of the Disaster.

Havana, Feb. 17.—Shortly before 10 p. m. the United States battleship Maine in the Havana harbor was wrecked by an explosion.

INQUIRY TO BEGIN.

The Naval Court Has Already Gone to Havana.

Washington, Feb. 21.—Work will be begun at once by the naval court of inquiry appointed to investigate the Maine disaster. Such was the news received at the navy department from Admiral Sigsbee at Key West.

This prompt action is undoubtedly due to the express direction from Secretary Long to have the investigation

begin at the earliest possible moment.

SUCCEINT STORY.

Of the Great Disaster to the Maine in Havana Harbor.

Key West, Feb. 18.—A succinct account of the Maine disaster is given by Lieutenant Blandin of Baltimore, one of the survivors, who says that not until now has he been able to recollect the sequences of events in the awful 10 minutes following the explosion Tuesday evening.

Lieutenant Blandin was on the Trenton at the time of the disaster off Samoa in March, 1889, when American and German vessels lost 244 men all told. Lieutenant Blandin says:

I was on watch, and when the men had been piped below, I looked down the main hatch and over the side of the ship. Everything was absolutely normal. I walked aft to the quarter deck behind the rear turret as it allowed after 8 o'clock in the evening, and sat down on the port side, where I remained for a few minutes. Then for some reason I can not explain to myself now, I moved to the starboard side and sat down there. I was feeling a little queer, and in fact was quite dizzy. Lieutenant J. Hood came up and asked laughing if I was asleep. I said: "No; I am watch."

Suddenly I awoke when there came a dull, sudden roar. Would to God that I could blot out the sound and the scenes that followed. Then came a sharp explosion. Some say numerous detonations. I remember only one. It seemed to me that the sound came from the port side forward. Then came a perfect rain of missiles of all descriptions, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings and all the debris that would be detachable in an explosion.

I was struck on the head by a piece of cement and knocked down, but I was not hurt, and got to my feet in a moment. Lieutenant Hood had run to the poop, and I supposed, as I followed, he was dazed by the shock and about to jump overboard. I hailed him and he answered that he had run to the poop to help lower the boats. When I got there, though scarce a minute could have elapsed, I had to wade in water to my knees, and almost instantly the quarter deck was awash.

On the poop I found Captain Sigsbee as cool as if at a ball, and soon all the officers, except Jenkins and Merritt, joined us. The poop was above water after the Maine settled to the bottom.

Captain Sigsbee ordered the launch and the motor launch to be lowered. The launch by this time had assembled, got the boats out, and rescued a number in the water. Captain Sigsbee ordered Lieutenant Commander Barnet of the coast survey boat Albatross, to take command of the launch, and if anything could be done to rescue those forward, or to extinguish the flames, which followed close upon the explosion and burned fiercely as long as there were any combustibles above water to feed them.

CAPTAIN SIGSBEE'S LAST ORDER.

Lieutenant Commander Barnet, on his return reported the total and awful character of the calamity. Captain Sigsbee gave the last order, "Abandon ship," to men overwhelmed with grief indeed, but calm and apparently unafraid. Meantime four boats from the Spanish cruiser Alfonso XIII arrived, to be followed soon by two from the Ward line steamer City of Washington. The two boats lowered from the City of Washington were the last to leave the ship. Captain Sigsbee was the last man to leave his vessel and left in his own skin.

I have been told by some of the cause of the explosion. I can not form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard of the explosion, and the officers, whose duty it was to examine into that reported that they found no signs of any. Personally, I do not believe the Spanish had anything to do with the disaster. Time may tell. I hope so.

We were in a delicate position on the Maine, so far as taking any precautions were concerned. We were friends in a friendly, or alleged friendly port, and could not fire upon or challenge the approach of any boat boarding us unless convinced that hostilities were being waged. I wish to heaven I could forget it. I have been two weeks now and have had my share. Yet the reverberations of that awful night are still ringing in my ears. It was a scene of horror, and the reflection of that pillar of flame comes to me even when I close my eyes.

FORWARD MAGAZINE.

Of the Maine Was Not the First to Explode.

Havana, Feb. 21.—The following statement was made by Lieutenant Commander Barnet of the coast survey boat Albatross:

"You want the facts. I can tell you there are 95 chances out of 100 that the investigation will show that the forward magazine of the Maine did not blow up first, if it exploded at all, and that it was not the cause of the terrific consequences that followed. The condition of the wreck when first studied and a later careful scrutiny make this an almost absolute certainty."

Chaplain Chadwick of the Maine has recovered considerable sums of money, with letters and other personal property, from the bodies taken from the wreck. In one case the initials can be seen on the coat lining, and may serve to identify the body of the wearer, but the harbor water is so filthy that the marks are nearly illegible.

LIABLE FOR DAMAGES.

Is Spain For the Destruction of the Maine.

New York, Feb. 21.—Frederic R. Courd said: "Spain should pay indemnity for the loss of the Maine, provided the accident is found to be due to the negligence of Spanish officials. The vessel went to Havana harbor on a friendly visit and was entitled to full protection. It was proper that extraordinary precautions should be taken to insure her safety."

It was well known that there were individuals belonging to the Spanish nation who had ill-feelings toward the United States. If any danger was known to exist in Havana harbor it was to be expected that Spain should inform the captain of the Maine of the fact and use every means to prevent any accident to the vessel."

IT IS STRANGE.

That some people who say they never read patent medicine advertisements will be found lugging home every now and then a bottle of some favorite remedy of theirs. We don't bother you with much reading but just ask you to try a 100 trial bottle of Dr. Caldwell's Syrup Pepsin for constipation, indigestion, and stomach trouble. 50¢ and \$1.00 sizes at Chas. C. Martin.

SURPRISED
THE WORLD.American Self Control After
The Maine Disaster.

WAITING TO KNOW THE TRUTH.

A Diplomat at Washington Tells How Differently
Such Terrible News
Would HaveAffected the People of Any Other Country
—Our Government Inspires
Respect.

WASHINGTON, Feb. 23.—[Special.]—For one thing in connection with the disaster to the Maine in Havana harbor the American people are highly praised by foreigners. This is their self control, their poise, their patience and their calmness in a time of great public excitement and irritation. I was talking with a distinguished member of the diplomatic corps on this point today, and he said:

"The manner in which your people have borne themselves during this trying ordeal has commanded the admiration of the world. If such a disaster had happened to a battleship belonging to any other nation under similar circumstances, the chances are there would have been a tremendous explosion of public sentiment and some hasty action by the government. France would simply have gone wild. If the government had not acted with sufficient bold and promptness to please the fury of the mob, the streets of Paris would have been filled with rioters. The government would have been compelled to do something to appease popular clamor. In Spain there would have been a similar outburst. Were the conditions reversed, and a Spanish warship had been blown up in Key West or New York, I venture to say General Woodford, the American minister at Madrid, would have been compelled to flee for his life. His residence would have been sacked by a mob. The government in very self defense would have found it necessary to take some aggressive action."

"Even in Berlin or London," continued this diplomat, "now getting nearer his own country, 'I doubt if there would have been as much self control on the part of the people as that shown by you Americans. There would have been more of a popular outburst. If it were a German ship lost under such circumstances, the emperor probably would have rushed into some hasty and ill advised action in order to please the people and to show what he could do when the honor and the interests of the empire were assailed. In London I believe the government would have kept its head, though I doubt if the people could have conducted themselves with more calmness than Americans did when they learned that the Maine had been destroyed. Certainly the press of England would not have shown any better self control than that evinced by the best class of newspapers in the United States. In my opinion, England and this country are the only ones that would have met such a calamity with strength of character and patience, as a great people should meet such a thing."

CONSERVATION OF CONGRESS.

"It was admirable the way your government and your members of congress behaved during the first few days. They did nothing to add to the popular excitement. They were careful to give it out from the first that until the cause of the disaster was known to be something else they could do nothing but assume it to have been an accident. Your president kept his head, and so did your administrative officers. Congress, somewhat to the surprise of members of the diplomatic corps, did likewise. No efforts were made either in house or senate to take advantage of the situation to harass public feeling. No disturbing speeches were made or dangerous resolutions offered. I took occasion to mingle a good deal with prominent men here at your capital during the first dreadful days, when the full particulars of the calamity were coming over the wires, and in no quarter did I observe anything but calmness and patience and a determination to know the truth before taking action. The very calmness of your people was to me most significant. It showed me that you could be patient in the face of the greatest provocation, but it showed me also that your very calmness betokened a spirit which no nation can afford to trifle with. It is my solemn belief that if the United States finds it necessary to go to war with Spain you will do it with an energy and skill which will astonish the world. Once your patience is exhausted and that calm waiting period is at an end, the power you have to fight will do well to look out for what happens next."

"I have heard a good deal of talk to this effect among the members of our diplomatic corps," concluded the foreigner. "We all have great respect for America and Americans during the last fortnight. In the face of a most provoking insult from a former minister of Spain, followed by irritating slanders on the part of the Madrid government in making the proper disclaimer, your people have kept their tempers. Then came the awful disaster at Havana, and still you did not get excited. Your patience and consideration are remarkable. Long before now, if England or France or Germany or Russia had the same relations to Spain and Cuba that you have, it would have taken the island by force. That is what you will have to do in the end—mark my prediction."

Such praise as this from an observing member of the diplomatic corps, a man accustomed in the politics and governments of the world, is a compliment well worth having. That seems to be the verdict of the foreign press, too, and members of the McKinley administration and prominent leaders of both political parties here say it is a good thing that we have managed our affairs in such a way that if it becomes necessary to have trouble with Spain over Cuba we shall enjoy the approval of the civilized world.

SPAIN HAS NO ALTY.

It is well known to President McKinley that for a year or more Spain has been seeking the aid and comfort of other powers of Europe. It is not believed she has made any headway in this direction. Unless our ambassadors and ministers at the various courts of Europe are woefully mistaken, Spain has not the sign of an ally on the other side of the water. Germany and France might wish some guarantee for their citizens who are holders of Cuban bonds, but if the United States would give that, which it could easily do, these two powers would not be likely to interfere.

fers. England would surely be on the side of the United States so far as diplomatic pressure and moral support are concerned, and Russia would be likely to imitate her. The ambassador of one of the greatest nations of Europe told me a day or two ago that the United States can do what it likes with Spain, and no European power will object. WALTER WELLSMAN.

CONGRESSIONAL SUMMARY.

In the Senate.

Washington, Feb. 15.—Cuban amendment sought to be attached to the diplomatic and consular appropriation bill rejected by the committee.—Resolution with reference to a representative of the autonomous government of Cuba adopted.—Free silver speech by Senator Allen (Neb.).

Washington, Feb. 16.—Resolutions adopted calling upon the attorney general for information with reference to sale of Kansas Pacific road.

Washington, Feb. 17.—Coast defenses was the interesting feature of the day in the senate.—Senator Morrill opposed ratification of Hawaiian treaty.—Fortifications bill was taken up.

Washington, Feb. 18.—The senate, by a vote of 34 to 23, agreed to the Purple resolution declaring the senate's opposition to the confirmation of the sale of the Kansas Pacific railroad.—The Corbett case was discussed by Senators Pettus and Hoar.

Washington, Feb. 19.—Resolution appropriating \$200,000 to raise the Maine adopted.—Debate on resolution directing an investigation into the Maine disaster.

In the House.

Washington, Feb. 15.—Resolution adopted calling for information with reference to the condition of the concentrados in Cuba.—Correspondence relating to exclusion of American products from Germany called for.

Washington, Feb. 16.—Bills and joint resolutions to the number of 16 were passed.

Washington, Feb. 17.—Bankruptcy bill was debated.—Resolution passed expressing regret for the disaster to the warship Maine, condolence with the families of those who lost their lives and sympathy with the injured.

Washington, Feb. 18.—A number of speeches were made on the bankruptcy bill, but interest in it was overshadowed by the Maine disaster.

Washington, Feb. 19.—A bill appropriating \$1,000,000 for a battleship to replace the Maine was introduced.—Senate resolution appropriating \$200,000 to raise the Maine was passed.—Bankruptcy bill debated.

WILL WOODS A VICTIM.

Terre Haute, Ind., Feb. 18.—It is reported here that Will Woods, who figured in the Pearl Bryan murder case as an intimate friend of Scott Jackson, was a clerk on the battleship Maine.

DEATH OF MISS WILLARD.

New York, Feb. 18.—Miss Frances E. Willard, president of the Woman's Christian Temperance union, died shortly after midnight at the Hotel Empire, this city.

WILL JOIN THE DAUNTLESS.

Tampa, Fla., Feb. 15.—The Cuban expedition that left here is now safely at sea and will join the expedition that left Fernandez on the Dauntless.

REFUSED TO PROSECUTE.

Louisville, Feb. 18.—Hunter Varilla and Herbert Ward, charged with having chloroformed and robbed Mrs. Catherine Hite last week, were dismissed in the city court. Mrs. Hite refused to prosecute, because it would incriminate her niece, who were in love with the men.

VERSAILLES LYCHING RECALLED.

Versailles, Ind., Feb. 19.—It is reported here that Mrs. Bultman, who was tortured in the Napoleon robbery last fall—one of the atrocities which caused the Ripley county lynching—is insane from the effects of the torture and will be sent to an asylum.

URGES VACCINATION.

Lexington, Ky., Feb. 17.—The board of health has issued a circular letter advising everyone to be vaccinated. The smallpox outbreak here two years ago is cited, and it is to prevent a repetition of this that has caused the board to take such action.

A SWARM OF APPLICANTS.

Frankfort, Ky., Feb. 19.—The passage of the Bronston prison bill will bring a host of politicians from all over the state to the capital. There are already more than 50 applicants for the places. The commissioners will control an army.

KILLED IN A LITTLE GAME.

Barboursville, Ky., Feb. 19.—News reached here of a killing at South America, a place about 15 miles below here. The parties implicated in the affair are George Smith and Bill Wickworn. The trouble occurred over a game of cards.

ON TRIAL FOR A DOUBLE MURDER.

Maysville, Ky., Feb. 18.—The case against Amos Riggs for the shooting and killing of John Boyd and his son, Manderville, at Orangeburg, this county, about a year ago, is being tried in the circuit court.

Royal makes the food pure, wholesome and delicious.

HELD TO BE
GOOD LAW.Is The Employers' Liability
Act in Indiana.Injuries to One Employee Resulting From
The Negligence of Another
Employee IsNo Defense For The Employer According
to the Supreme Court
Decision.

Indianapolis, Feb. 21.—The state supreme court has held the employers' liability act passed in 1893 constitutional. William J. Montgomery, a Panhandle brakeman, secured judgment of \$3,000 in the state circuit court for injuries received in an accident occasioned by the negligence of a freight engineer, on which train he was assigned as a brakeman.

The railway company appealed to the supreme court and invoked the common law rule in force for a century or more, denying a servant any right to obtain damages from an employer for injuries during a fellow-servant was at fault.

The company also pleaded a defense against liability on the ground that Montgomery was a member of the relief department of the Pennsylvania system, and had signed an agreement in effect that the acceptance of benefits from the relief fund released all claim for damages against the company.

The plaintiff claimed that the employers' liability act of 1893 gave him the right to recover, although the company set up that this law was unconstitutional and void, and that even under a proper construction of the law Montgomery had no right to recover.

The court also held the law of 1893 constitutional in an opinion submitted by Judge McCabe, in which the case is reviewed at great length.

The effect is admitted to be wide-reaching. The accident occurred in July, 1893, four months after the employers' liability act took effect, and the case was appealed to the supreme court in September, 1895.

It was elaborately argued, the counsel for the railway company submitting 14 different briefs, and the counsel for Montgomery three, besides which there was oral argument.

FELL OVER A CLIFF.

Nicholasville, Ky., Feb. 21.—James Grimes, 70, fell over the brink of a 100-foot cliff along the Kentucky river, near Camp Nelson. He lay where he had fallen all night and was picked up a mass of crushed bones and lacerated and bleeding flesh. He was a respectable farmer of that locality. He got lost in the darkness and unconsciously stepped into space.

BRIDE ARRESTED.

Louisville, Feb. 21.—Mrs. George Wheeler, a bride of a few weeks, was arrested on a charge of obtaining goods by false pretenses, preferred by Henry Meyer, a rejected suitor. Meyer says he courted the girl and gave her many presents, thinking she would marry him. She married another and refused to return to Meyer the presents.

A LOCAL CATARRH.

A Climatic Affection.

Nothing but a local remedy or change of climate will cure it. Get a well-known pharmaceutical remedy.

ELY'S CREAM BALM COLD IN HEAD.

It is quickly absorbed. Great Relief at once. Opens and cleanses the Nasal Passages. Allays inflammation. Heals and Promotes the membrane. Restores the Senses of Taste and Smell. No cocaine, no mercury, no injurious drugs. Full size 50¢; trial size 25¢ at Druggists or by mail.

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